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广州市天河区 2016 年雨季挥发性有机物污染特征及 来源解析

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摘要:采用"GCMS/FID"在线分析方法,对广州市区 2016 年 7 月大气 VOCs 的污染特征及来源进行了研究,共检出了 73 种 VOCs 组分. 结果表明,观测期间总 VOCs 的小时平均浓度为(118.83 ± 79.40) μ g·m⁻³,最高值为 492.42 μ g·m⁻³,最低值为 10.54 μ g·m⁻³.07:00 左右 TVOC 浓度出现高峰,说明早高峰的机动车污染对该站点的 VOCs 具有较大贡献;14:00 左右浓度最低,与光化学损耗相关;21:00~24:00 间 VOCs 浓度又出现高值,可能和污染源排放或边界层压缩有关. 运用 PMF 模型解析出 VOCs 的 5 个主要来源分别是:交通污染源、溶剂使用污染、加油站污染、植物排放和餐厨废气,其贡献分别为 29.79%、26.61%、24.86%、9.91%、8.84%;白天交通废气源贡献最大,而中午植物排放的贡献也明显增大;夜间溶剂污染源和加油站污染源占比上升,为该时段 VOCs 的主要来源.

关键词:雨季;广州市区;挥发性有机物;污染特征;来源解析

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Characteristics and Source Apportionment of Volatile Organic Compounds in the Rainy Season of Guangzhou City

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Abstract: Atmospheric volatile organic compounds (VOCs) were measured in an urban area of Guangzhou on July 2016 using an online gas chromatography mass spectrometry/fire ion detector. Seventy-three VOCs were detected with an average concentration of (118.83 ± 79.40) µg·m⁻³, a maximum concentration of 492.42 µg·m⁻³, and a minimum concentration of 10.54 µg·m⁻³ during the period. The peak value of the TVOC concentration appeared at about 07:00 in the morning, indicating that motor vehicle pollution had a significant contribution at the site. The minimum value appeared at about 14:00 in the afternoon, related to photochemical losses. High concentrations were also observed from 21:00 to 24:00, which was probably related to pollution emissions and boundary layer compression. Source analysis by PMF showed that the site was mainly affected by five VOC sources: vehicle exhaust, solvent use, fuel loss at fuel stations, plant emissions, and cooking exhaust, the contributions of which were 29.79%, 26.61%, 24.86%, 9.91%, and 8.84%, respectively. Vehicle exhaust was the largest source of VOCs during the daytime, while the contribution of plant emissions increased significantly at noon. The contribution of solvent uses and fuel loss at fuel stations rose during the night and became the main source of VOCs until early morning.

Key words: rainy season; Guangzhou City; volatile organic compounds (VOCs); concentration characteristics; sources apportionment

挥发性有机物(volatile organic compounds, VOCs)是空气中普遍存在且组成复杂的一类有机污染物,包括烷烃、烯烃、芳香烃、含氧类化合物和氯代烃等分子量小、易挥发、化学活性强的化合物. 很多 VOCs 物种具有较强的光化学反应活性,可以和氮氧化物通过光化学反应产生臭氧;同时高碳链的 VOCs 又是二次有机气溶胶(secondary organic aerosol, SOA)的主要前体物,后者是霾的主要成分之一;此外,部分 VOCs 还具有毒性和致癌致畸性,对人体健康构成直接危害[1~6].因此,世

界各国都制定了 VOCs 治理相关的法规政策.

科学的控制首先需要对 VOCs 来源进行区分和 识别,目前大气源解析技术的两大主流方向分别 是:①从源出发基于大气扩散模式的技术;②从环

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境受体出发的基于受体模型的技术. 其中, 受体模 型技术是通过分析大气污染物的化学成分和物理特 性来推断污染来源并估算各类污染源的贡献率,美 国国家环保署(United States environmental protection agency, EPA)推荐的正交矩阵分解模型 (probabilistic matrix factorization, PMF)和化学质量 平衡受体(chemical mass balance, CMB)模型是受体 模型的主要代表, 近年来在 VOCs 源解析方面取得 了很大进展^[7~17]. Na 等^[11]和 Vega 等^[12]利用 CMB 模型分别在韩国和墨西哥对大气 VOCs 进行来源解 析,结果发现:韩国首尔大气 VOCs 主要来源于机 动车尾气、溶剂使用、油气挥发、液化石油气和天 然气, 分别占 52%、26%、15%、5%和 2%;墨西 哥的大气 VOCs 主要来源于机动车尾气和液化石油 气的使用与泄漏,分别占58.7%和24.2%.我国的 VOCs 源解析主要集中在北京、上海、珠三角等地 区[13~18], 文献[7, 10, 11]利用 PMF 模型分别在北 京、上海、广东鹤山大气超级站对大气 VOCs 进行 了来源解析,结果发现:北京大气 VOCs 羰基的主 要一次污染源为交通污染、工业和溶剂使用污染、 生物质相关排放,贡献分别为 26.6%、17% 和 10.4% [10]; 上海市中心大气 VOCs 主要来源于交通 污染、溶剂型工业污染、燃料蒸发、涂料溶剂使用, 其贡献依次为25%、17%、15%和15%^[18];鹤山大 气 VOCs 对 OFP 贡献较大的物种主要来自石化源、 油漆溶剂和汽油挥发源[7].

广州是华南地区典型特大城市,拥有2000万人口,且位于污染来源复杂的珠三角核心位置,是中国污染最严重的地区之一^[19].近20年来,针对广州大气 VOCs的研究非常丰富^[20~25],但近五年来市区内VOCs观测结果的报道较少,尤其是VOCs源解析的研究较为稀缺.为了解广州市最新的VOCs污染状况和污染来源,本研究在广州市区开展了一个月的在线观测,并应用PMF模型对污染来源进行解析.

1 材料与方法

1.1 采样对象

本次研究的观测点位于广州市天河区暨南大学图书馆楼顶东北侧(E113.3482°,N23.1299°,高40 m). 该建筑四周布有大面积绿树和草坪. 距离采样点的东330 m、南470 m、北660 m 三面交通主干道环绕,均为双向六到十车道. 西面520 m 有一双向三车道商业街,附近分布大面积住宅区和大量餐饮商铺. 观测点东面至东南面400 m 处亦为民用住宅区.

离观测点 1 km 范围内分布 18 个公交站; 3 km 范围内分布 79 个公交站(如图 1),周边无大中型污染点源.采样时间从 2016 年 7 月 4~30 日为期 27 d.



Fig. 1 Observation point

1.2 采样与分析

1.2.1 VOCs 监测

采用挥发性有机物在线监测系统(中国,武汉天虹)对挥发性有机物进行在线监测分析^[7,27-29].该系统由预处理系统(TH-PKU 300B)、气相色谱-FID(安捷伦 7820A)、质谱仪(安捷伦 5977E)组成,检测过程如图 2. 标气使用 Linde gas TO-15(65 种)和 PAMS 气体,共可检测 98 种挥发性有机物,时间分辨率为 1 h.



图 2 挥发性有机物在线监测系统样品测试流程示意

Fig. 2 Sample testing process of the VOCs on-line monitoring system

1.2.2 PMF 数据分析方法

PMF 模型由芬兰赫尔辛基大学于 20 世纪 90 年代中期开发. 该方法通过将矩阵分解为因子贡献矩阵 (G)和因子成分谱(F),对排放清单进行解释,不需要测量源成分谱便可获得非负的源成分谱和源贡献率,方法简便 $^{[8,30~33]}$,近年来在颗粒物源解析方面应用较广,在 VOCs 来源解析方面也获得成功应用 $^{[7,9,10]}$.

它的原理是假设 X(m,n)矩阵, m 为污染物种数, n 为样品数, 将矩阵 X 分解为源贡献矩阵 G(n,p) 和源成分谱矩阵 F(p,m), p 为污染源数目, 有如下关系:

$$X = GF + E$$

式中, E 为残差矩阵, 表示 X 与 GF 之间存在的

差异.

$$Q = \sum_{i=1}^{n} \sum_{j=1}^{m} \left[\frac{X_{ij} - \sum_{k=1}^{p} g_{ik} f_{kj}}{u_{ii}} \right]^{2}$$

通过反复迭代运算,获得稳定的最小Q值,从而确定G和F的值,G和F非负.

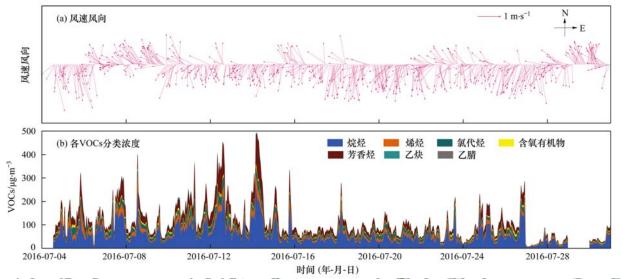
2 结果与讨论

2.1 VOCs 时间序列及变化规律

观测期间该站点主要污染物浓度和气象参数变

化趋势如图 3 所示. 以检出的 73 种 VOCs 成分浓度的加和代表总 VOCs 浓度,从图 3 中可以看出,观测期间 VOCs 浓度水平有显著变化,最低浓度出现在 2016 年 7 月 6 日中午,仅为 10.54 μ g·m⁻³;最高浓度出现在 2016 年 7 月 14 日 23:00,达到 492.42 μ g·m⁻³,总体平均浓度为(118.83 ± 79.40) μ g·m⁻³. 平均风速为 1.81 m·s⁻¹,风向主要为西风和西南风. 数据缺失的时间点以空白断开.

图 4 为 VOCs 总浓度及分类浓度日变化情况. VOCs总浓度07:00左右出现高峰,可能与上班早



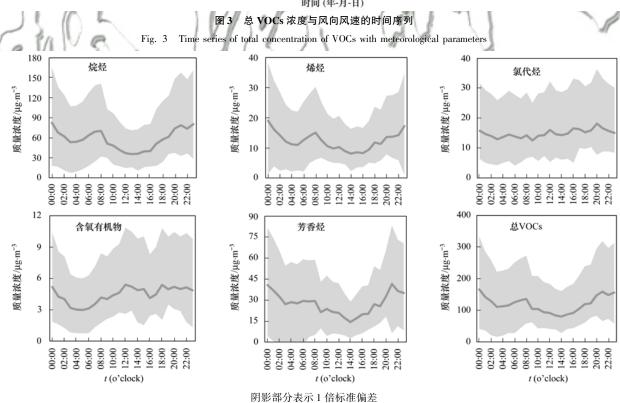


图 4 VOCs 分类浓度日变化

Fig. 4 Diurnal variation in the concentration of classified VOCs

高峰导致机动车尾气污染有关^[34];中午温度上升,受边界层抬升以及光化学作用影响,浓度有所下降;晚间温度下降、大气边界层下降,使得污染物浓度逐渐升高^[34].

烷烃、烯烃在 07:00 左右出现高峰,与交通源的关系密切. 另外,烷烃、烯烃、芳香烃在夜间凌晨时分出现峰值,一方面可能是由于大气边界层收缩,使得污染物积累,另一方面可能与工业污染物排放有关. 卤代烃浓度变化相对平稳,可能与持续的污染物排放有关. 含氧有机物日变化明显,出现两次峰值,分别为 12:00 和 18:00,中午可能与植物排放或者光化学作用二次生成有关;晚上可能与工业排放有关.

图 5 为 VOCs 主要物种浓度日变化情况. 乙烯、苯是燃烧源排放的重要来源, 乙烷、丙烷是机动车尾气排放的成分、异戊烷是汽油的组分^[35], 甲基叔丁基醚是一种高辛烷值汽油添加剂^[36]. 甲苯和间/

对-二甲苯与溶剂使用有关[34], 也是机动车尾气的 主要成分. 异戊二烯主要来源于植物排放[37]. 如图 5, 乙烷、丙烷、异戊烷、乙烯、甲基叔丁基醚的浓 度在07:00~08:00 上班高峰期同时出现峰值,说 明此时污染主要来自机动车尾气排放. 17:00~ 24:00、乙烷、异戊烷、甲基叔丁基醚浓度开始第二 次升高, 并在 20:00~23:00 达到高峰; 而乙烯、苯 的体积浓度从 15:00 开始上升, 在 00:00~01:00 达到高峰;与此同时,甲苯、间/对-二甲苯两种常 用溶剂在晚间多处出现高峰;说明晚间污染除了受 到机动车尾气污染以外,还受到其它工业污染和气 象条件影响. 相比之下, 苯的变化比较平缓, 与苯 的结构和化学性质比较稳定有关, 传输过程受到化 学影响相对较小. 12:00~14:00, 大部分污染物浓 度跌至低值,而异戊二烯浓度于06:00~17:00间 出现明显升高,与植物排放有关,说明监测点位受 到植物排放的影响,与多个研究结果类似[24,38]

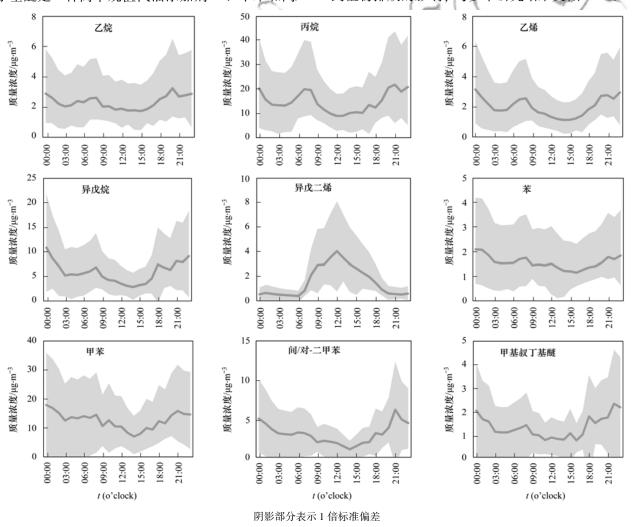


图 5 VOCs 特征物种浓度日变化
Fig. 5 Diurnal variation in the concentration of characteristic VOCs

2.2 VOCs 浓度相关性

在不考虑光化学消耗的前提下,如果两种 VOCs的来源相似,其大气浓度水平的变化也应该 有很好的相似性,通过对部分 VOCs 物种之间浓度 相关性的分析,可以对其来源特征进行初步分析.

如图 6, 在城区机动车尾气通常为乙烯的主要来源, 同时也是苯的主要来源, 苯与乙烯的相关性体现

了这一特点;甲苯、正己烷均为常用溶剂,甲苯和正己烷的相关性良好,说明二者主要来自溶剂使用;甲苯与苯的相关性较苯与乙烯的相关性要好,说明溶剂使用对苯的贡献大于机动车排放.甲基叔丁基醚是汽油中的高辛烷值调和剂,也是工业合成原料和溶剂,它与乙烯的相关性一般,说明除机动车污染源外,甲基叔丁基醚还可能来自工业污染.

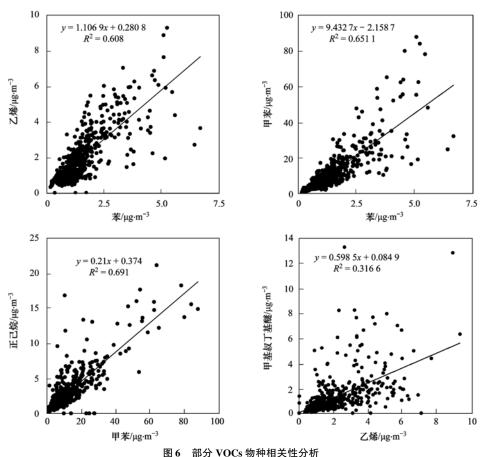


Fig. 6 Correlation analysis of some species of VOCs

2.3 PMF 模型来源解析

将73种检出的VOC物种的浓度、不确定度输入模型运算,将模拟程度低、决定系数 R^2 <0.36的9种物质剔除,余下64种物质共535个有效数据,参与最终模型结果分析(如图7~8).

2.3.1 源成分谱分析与污染源的确定

通过 VOCs 的来源解析, 共得到 5 个主要的来源因子, 其物种分布和成分比例如图 7. 其中柱型为因子内的成分占比情况、点状分布为该因子的物质在所有因子中的占比.

因子1:成分比例中, 芳香烃占18%、烷烃占31%, 其次分别为卤代烃、烯烃、含氧有机物(图7); 含量较高的主要成分为:甲苯、二氯甲烷、正己烷、乙苯、间/对-二甲苯、2-甲基戊烷、邻二甲苯、

3-甲基戊烷、1,3-丁二烯[图 8(a)],累计百分比为69.9%;其中前8种均为常用有机溶剂的主要成分,1,3-丁二烯则为化工合成中的重要原料;芳香烃、高链烷烃的总量为5因子中最高,可能与工业溶剂使用、化学合成等过程有关.推测因子1为化工溶剂使用过程产生的污染.

因子2:成分组成比例中,烷烃占68%,其次分别为芳香烃、卤代烃、烯烃、含氧有机物(图7).含量较高的主要成分为:丙烷、正丁烷、异丁烷、异戊烷、甲苯、二氯甲烷、乙烷、乙烯[图8(b)],均为交通机动车尾气的主要成分^[36,39,40].乙烷、丙烷、丁烷为 LPG 车尾气中的主要成分,甲苯、异戊烷、乙烯是轻型机动车尾气排放组成的首要成分^[8],异戊烷用于提高汽油辛烷值,甲苯为汽油溶剂和高辛

烷值汽油添加剂. 另外, T/B (甲苯/苯, toluene/benzene) 是 5.06, i-p/B (异戊烷/苯, i-pentane/benzene) 是 5.20, i-P/T (异戊烷/甲苯, i-pentane/toluene) 是 1.03, 与 Guo 等 $[^{41}]$ 所研究的机动车尾气成分比值结果相近, MTBE/B (甲基叔丁基醚/苯, methyl tert-butyl ether/benzene) 是 0.56, MTBE/T (甲基叔丁基醚/甲苯 methyl tert-butyl ether/toluene) 是 0.11, 与 Schauer 等 $[^{42}]$ 所研究的机动车尾气成分比值结果相近. 因子 2 的物种比例、主要成分、成分比例均符合机动车废气成分特征,因此将因子 2 归为机动车尾气污染源.

因子3:成分组成比例中,烷烃占30%,其次分别为芳香烃、卤代烃、烯烃、含氧有机物(图7).含量较高的主要成分为:甲苯、二氯甲烷、异戊二烯、正己烷、正丁烷[图8(c)].与其它污染源不同,因子3异戊二烯含量很高,占4因子异戊二烯总量的86.8%,为因子3的标志性物质;它主要来源于植物排放,与光照、温度变化趋势基本一致,随着温度、光照强度增加而显著增加,夏季日变化呈现单

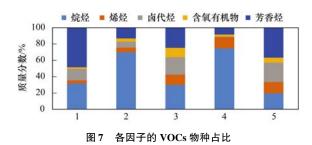


Fig. 7 VOCs species composition of each factor

峰趋势^[25]. 推断因子 3 主要为植物排放源. 另外,因子 3 中甲苯、二氯甲烷、正己烷的占比亦很高,经了解,绿化植物每月都会进行"灭四害"全范围的药剂喷洒,而二氯甲烷、甲苯、正己烷是良好溶剂,常作为杀虫剂和除草剂的溶剂使用,可能在药剂喷涂后,植物和土壤对药剂有吸收作用并逐渐释放到空气中,导致植物源中亦存在溶剂释放的可能.

因子4:成分组成比例中, 烷烃占74%, 其次分别为烯烃(14%)、芳香烃(8%)、含氧有机物、卤代烃(图7), 成分比例与 Zhang 等^[43]的加油站挥发性有机物成分比例结果一致.含量较高的主要成分

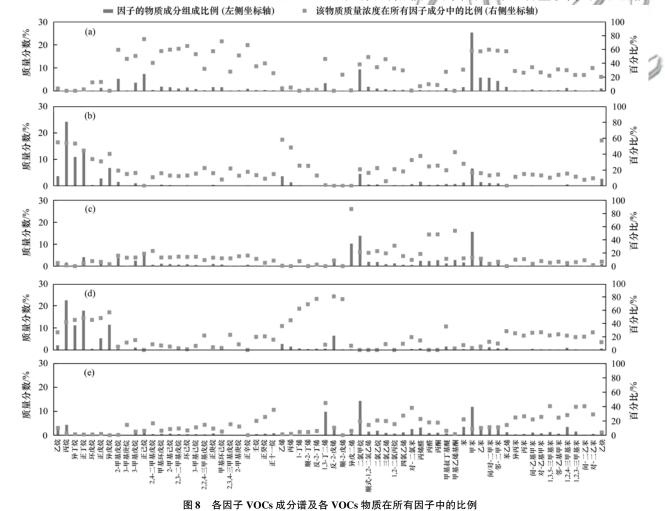


Fig. 8 VOCs spectrum of each factor and the proportion of each VOCs in all factors

为:丙烷、正丁烷、异戊烷、异丁烷、反-2-戊烯、正戊烷. 丙烷、丁烷为 LPG 的主要成分[图 8 (d)],异戊烷用于提高汽油辛烷值,是典型的汽油挥发的示踪剂,与燃料挥发有关. 另外,T/B 是 3. 4, i-p/B 是 27. 81, i-P/T 是 8. 09, MTBE/B 是 3. 81, MTBE/T 是 1. 11,与 Zhang 等 [43] 所研究的加油站加油过程中的成分比值范围一致. 因子 4 的物种比例、主要成分、成分比例均符合加油站废气成分特征,因此将因子 4 归为加油站污染源.

因子5:成分组成比例中, 芳香烃占36%, 其次分别为卤代烃、烷烃、烯烃、含氧有机物(图7). 不同菜系的餐饮废气物种占比差异甚远, 该成分比例与家常菜的成分比例相近, 同时可能受到其它菜系的餐饮废气影响^[44]. 含量较高的主要成分为: 二氯甲烷、甲苯、1,3-丁二烯、丙烷、苯、1,2,4-三甲基苯、丙烯醛、间/对-二甲苯、乙苯[图8(e)]. 中式快餐和家常菜尾气排放中含有高浓度的二氯甲烷和苯系物, 烧烤废气中含有高浓度的1,3-丁二烯、丙烷^[44]. 推测因子5与人们的炊事活动有关, 归类为餐厨废气污染源.

2.3.2 源贡献分析

图 9 显示各污染源对观测点的源贡献情况. 交通污染、溶剂使用和加油站污染是观测点附近广州市天河区商住混合区所受到的主要污染.

观测点坐落于广州市中心天河区繁华地段,车流量大,距离观测点四周700 m 内有主干道,机动车辆来往密集;1 km 范围内分布18 个公交站点,公共交通密集,公交车、出租车主要为LPG 燃料使

用机动车,其日均载客量为839万次,占全广州公共交通方式的53.02%,为大众的重要出行方式.交通废气污染对观测点的影响最大.观测点位于校园,附近200m内有化学试剂仓库和多个实验室,可能受到溶剂排放影响.另外,加油站的燃料挥发对观测点产生的影响占25%,不容忽视.



Fig. 9 Proportion of VOCs source contribution

图 10 为观测点 VOCs 来源的时间序列图,图 11 为 VOCs 来源日变化图. 如图 10~11 所示,白天中午阶段 VOCs 浓度较低,此时植物排放贡献明显增大;日间光照强烈,植物光合作用强,会释放出一些 VOCs,如异戊二烯;这些物质虽然活性很强,但因观测点附近 20 m 有绿树草坪环绕,距离相近,植物排放的 VOCs 在短时间内便被观测到,能直接反映实时植物排放情况.而对于距离较远污染源排放的活性物质,易在传输过程中发生化学作用而导致浓度降低;溶剂污染主要含乙烯、甲苯、二甲苯、二氯甲烷等性质活泼、大气寿命短的物质,所以中

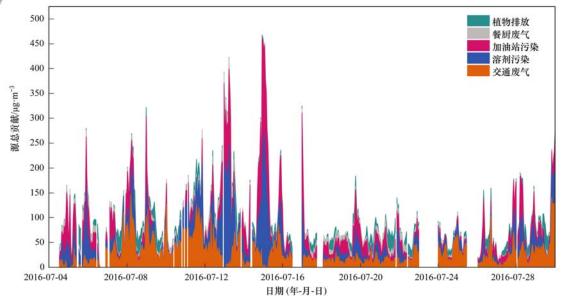


图 10 VOCs 来源时序

Fig. 10 Time series of VOCs sources

午期间该污染源并非 VOCs 的主要来源. 交通废气于 08:00~20:00 间对 VOCs 的贡献均较高,是人们活动期间的主要 VOCs 贡献源. 夜间低温高湿、大气边界层低,导致污染物浓度增大,植物不发生光合作用, VOCs 释放减少,浓度降低,植物排放贡献大幅下降;凌晨期间人类出行减少,交通废气贡献略有下降;溶剂污染和加油站污染贡献上升至70%,为 VOCs 的主要贡献源,污染发生期间二者贡献占比甚至接近 100%. 餐厨废气贡献占比均较低,日变化平缓,中午期间排放略有升高;另外,由于观测点处于广州天河商住混合区,人们夜生活丰富,餐厨业生意兴隆,所以餐厨废气贡献占比夜间也稍有提高.

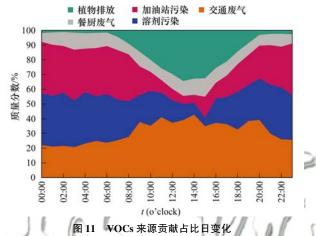


Fig. 11 Diurnal variation of VOCs source contribution ratios

3 结论

- (1)对广州城区夏季的大气 VOC 进行连续采样测量,检出了 73 种 VOCs 组分; TVOC 小时平均浓度为(118.83 ± 79.40) μ g·m⁻³,最高值为 492.42 μ g·m⁻³,最低值为 10.54 μ g·m⁻³.
- (2)07:00 左右 TVOC 浓度出现高峰,说明早高峰的机动车污染对该站点的 VOCs 具有较大贡献;14:00 左右浓度最低,与光化学损耗相关;21:00~24:00 VOCs 浓度又出现高值,可能与污染源排放或边界层压缩有关.
- (3)运用 PMF 模型解析出 VOCs 的 5 个主要来源分别是:交通污染源、溶剂使用污染、加油站燃料挥发、植物排放和餐厨废气,其贡献分别为29.79%、26.61%、24.86%、9.91%、8.84%.
- (4)白天(08:00~20:00)交通废气是最大的 VOCs来源,但在中午阶段植物排放对大气 VOCs 的贡献明显增大,且含氧有机物日变化出现峰值, 可能与植物排放或者光化学作用二次生成有关;日

落后植物排放源占比大幅下降,交通废气的占比也下滑,但溶剂污染和加油站污染占比逐渐增加,为 夜间 VOCs 的主要贡献源.

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